



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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IN REPLY PLEASE

REFER TO FILE: AV-0

A3748

July 22, 2002

TO: Each Supervisor

FROM: James A. Noyes
Director of Public Works

BOARD MOTION OF JULY 9, 2002, SYNOPSIS 72 SECURITY AT COUNTY AIRPORTS

As directed by your Board and in cooperation with the Sheriff's Department, the Department of Public Works has reviewed existing and planned measures to enhance security and to prevent aircraft theft at all five County-owned airports. In our attached January 29, 2002, report to your Board, we addressed the different security measures in place, or being planned, at our airports and will now take this opportunity to update that information.

In our previous report, we described the several general aviation (GA), non-commercial, airport security enhancements and procedures that were being developed by an industry task force led by the American Association of Airport Executives and the National Association of State Aviation Officials. The Federal Aviation Administration (FAA) and the Transportation Security Administration (TSA) had solicited recommendations from these associations and other user groups to develop procedures to effectively increase security at GA airports without unduly restricting airport operations.

The initial recommendations of this task force on GA airport security were delivered last month to the Under Secretary of Transportation for Security who is the head of the TSA and to aviation leaders in Congress. The primary recommendations included: (1) four separate categories of GA airports should be established, based on their location, runway length, and number of based aircraft, with different security requirements for each; (2) at the top two categories of airports, criminal record background checks should be required of all airport and airport business employees with unescorted access to the aircraft operations area; (3) the TSA should devise a system to communicate information about specific and general security threats to GA airports; (4) the TSA should consider the development and implementation of a "smart card"-type of pilot's license; (5) the TSA

should require all GA aircraft to be secured in a locked hangar or secured by some type of physical device when unattended; and (6) the Federal government should establish a research program using newly-appropriated funds to determine the benefits/applicability of new and emerging technologies to improve security at all GA airports.

As stated in our January report to your Board, there are still no Federal security requirements for non-commercial carrier airports such as the County's GA airports. Additionally, there is still no Federal funding currently available for GA airport security enhancements, except for lighting and fencing, which are sufficient at our airports.

In addition to the completed security enhancements mentioned in our previous report to your Board, we continue to improve security at our airports. An \$80,000 digital recorder video surveillance system for Whiteman Airport in Pacoima has been delivered, with installation to be completed next month. Also, a \$98,000 contract has been awarded for wireless, computerized access gate control systems at Compton/Woodley and Whiteman Airports, with installation currently in progress at Compton/Woodley Airport. We are also planning to install a video surveillance system and a computerized access gate system at Fox Field and enhancements to the video surveillance systems at Brackett Field and El Monte Airport, with all funding provided by our Aviation Enterprise Fund. As newer technology becomes available, even further security enhancements will be programmed with or without Federal funding.

Besides the physical security improvements mentioned above, our airport management contractor, American Airports Corporation (AAC), continues to urge its employees and airport tenants to be vigilant for any suspicious activities or individuals and to report any problems directly to the local law enforcement agency. Through monthly newsletters, AAC is informing airport tenants on the different ways they can improve or assist in maintaining better airport security, including encouraging the installation of propeller or wheel locks on their aircraft, which has proven to be a deterrent to aircraft theft. AAC is currently designing airport security/safety websites for each of the airports which will expedite dissemination of security information and alert bulletins.

The local law enforcement agencies with jurisdiction on our five airports have all increased their presence on the airports, and the Sheriff's Department reports they are currently performing an assessment of the security measures in place at Compton/Woodley Airport.

In a joint effort with its counterpart at Los Angeles Police Department, the Sheriff's Department's Aero Bureau is in the process of developing a notification template for distribution to all airborne law enforcement units in Los Angeles, Orange, San Bernardino,

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and Riverside Counties. In the event they become aware of possible Homeland Security threats involving GA aircraft, the Aero Bureau will notify airborne law enforcement units in the other counties.

As stated earlier, we will continue to review security needs on our airports and initiate enhancements as needed to continue to provide the citizens of Los Angeles County with safe and secure general aviation airport services.

TAG:hz
A3748/A-1

Attach.

cc: Supervisor Gloria Molina (Nicole Englund, Carrie Sutkin)
Supervisor Yvonne Brathwaite Burke (Chuck Bookhammer)
Supervisor Zev Yaroslavsky (Maria Chong-Castillo)
Supervisor Don Knabe (Fred Guido, Curt Pedersen)
Supervisor Michael D. Antonovich (Conal McNamara)
Chief Administrative Office
Executive Office
Sheriff's Department Administrative Services Division (Karen Anderson)



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IN REPLY PLEASE

REFER TO FILE: AV-0

A3466

January 29, 2002

TO: Each Supervisor

FROM: James A. Noyes
Director of Public Works

BOARD MOTION OF JANUARY 15, 2002, SYNOPSIS 10 ENHANCED SECURITY AT COUNTY-OWNED AIRPORTS

As directed, the Department of Public Works has reviewed measures in place or being planned to enhance security at the five County-owned airports.

Background

Currently, there are no federally-mandated security requirements at non-air carrier airports such as the County's general aviation airports. However, as a result of the tragic events of September 11, the Federal Aviation Administration (FAA) has instituted many additional security requirements at the nation's air carrier airports. Congress has appropriated hundreds of millions of dollars to fund a large portion of these security mandates. Also, it is safe to speculate that additional requirements necessitating additional funding are expected in the near future.

Security awareness has also increased at general aviation airports since September 11. Prior to September 11, most of the security measures at general aviation airports were directed to preventing theft, vandalism, and increasing personal safety. There are now several general aviation industry groups in collaboration with the FAA drafting suggested security measures for the smaller airports, but there are no requirements or available funding for these types of security enhancements yet. Some of the recommendations by industry groups include adding a photograph to pilot certificates and conducting criminal background checks along with psychological evaluations for first-time pilot applicants. These recommendations would require changes in Federal regulations. In addition to these measures, the United States Department of Transportation (DOT) is exploring several tools to improve general aviation security, such as the use of biometric devices to verify and validate the identity of

pilots and passengers; an automated system that would allow qualified airport operators to obtain access to law enforcement watch lists; and increased security awareness training for pilots, aircraft owners, airport operators, and airport businesses. As instructed in the Board motion, a five-signature letter has been sent to the Secretary of Transportation requesting DOT to expedite the review, funding, and implementation of added security measures for general aviation operations.

In view of the January 5, 2002, accident in Florida involving a 15-year-old student pilot who took an aircraft without authorization and flew it into a building, the FAA has instructed its Flight Standards field inspectors to provide all flight schools with a list of "Suggestions for Enhanced Security for Flight Schools." These simple suggestions include using two different keys for aircraft door locks and ignitions; keeping student pilots under the instructor's supervision at all times; and requiring students to present medical certificates prior to their first flight lesson, instead of prior to their first solo flight, as current regulations require.

As illustrated above by a small sample of many suggested security enhancements, all of the general aviation stakeholders, including the regulatory agencies, are cooperating and working together toward viable solutions to effectively increase the security of general aviation without unduly restricting general aviation operations.

Security Measures at the County-owned Airports

Even prior to the events of September 11, security at our five airports was always a high priority with our efforts focused on protecting our facilities, the aircraft, and equipment on the airports. All of the airports are completely fenced and have card-actuated electric gates for the use of authorized tenants. Aircraft parking areas have adequate security lighting, and the airports are staffed 24 hours a day, seven days a week, with security patrols being one of the primary duties of the night shifts. During the past three years, recording video surveillance camera systems have been installed at Compton/Woodley Airport, Brackett Field in La Verne, and El Monte Airport at a cost of approximately \$210,000. A \$50,000 wireless, computerized access control system was installed at Brackett Field last year, with each tenant's gate card having a discrete code. This state-of-the-art system records which gate is being used, at what time, and by whom. Any individual card that is lost, stolen or whose owner should no longer have access to the airport operational areas, can be instantly eliminated from the system.

Since September 11, security patrols at our airports have been increased by both airport employees and local law enforcement agencies, and the security awareness of our tenants has certainly been heightened by the news media and demonstrated by concerns they have expressed to our contract airport management personnel. In addition, we have expedited the

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acquisition of computerized access control systems, identical to the system at Brackett, which should be installed within three to four months at Compton/Woodley Airport and Whiteman Airport in Pacoima, and by the end of 2002 at El Monte Airport and Fox Field in Lancaster. A digital video surveillance system has also been ordered for Whiteman Airport to upgrade and expand the current system with a similar installation scheduled for Fox Field by the end of the year.

As stated earlier, none of the security measures in place or planned for our airports are currently eligible for Federal grant funding. Existing security measures have been financed solely by our Aviation Enterprise Fund (AEF). We will continue to review and respond to the security needs of our airports by utilizing AEF resources and aggressively pursuing Federal grants, if they become available. We have placed the highest priority on providing safe and secure general aviation airport facilities for the citizens of the County.

TAG:hz

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cc: Chief Administrative Office
Executive Office